

NORTH CAROLINA WING
CIVIL AIR PATROL
US AIR FORCE AUXILIARY

Carolina WingSpan

August-September 2007



IACE members and escorts prior to boarding CAP aircraft for a flight to Concord, NC

Photo by Maj. Al TherriaultSee page 4 for details

NCWG Conference is drawing near. Sign up today!
19-21 October 2007

Carolina Wingspan is publication of the North Carolina Wing, Civil Air Patrol, Wing Headquarters,
P O Box 2082 Burlington, NC 27216-2082. The opinions expressed herein are those of the individual
contributors and may not reflect the opinions of Civil Air Patrol or its leadership.

FALLEN HEROS

It is with great sadness that I announce the passing of Lt. Col. Leslie W. Patton, CAP Ret, brother of Lt. Col. Helene P. Edwards. Lt. Col. Patton was a member of the Hickory Composite Squadron for over 20 years.

**Wes Surratt, Lt Col, CAP
NC Wing Vice Commander**

Three WY Wing Members Killed

NATIONAL HEADQUARTERS - Three members of the U.S. Civil Air Patrol's Wyoming Wing were killed Monday (Aug. 20) when the CAP Cessna 182 they were flying during a search mission crashed at about 4 p.m. approximately 30 miles west of Sheridan, Wyo.

Killed in the crash were pilot Lt. Col. James H. Henderson, 52, of Cowley, Wyo., and a member of the Wyoming Wing Headquarters; crew member Sr. Mbr. James R. Meyer, 53, of Sheridan, Wyo., a member of the wing's Cloud Peak Composite Squadron; and crew member Capt. Patricia A. Larson, of Sheridan, Wyo., also a member of wing headquarters.

The three CAP members were involved in a search generated by the AirForce Rescue Coordination Center at Tyndall Air Force Base, Fla., for a missing 16-year-old fisherman, who has since been located. The crew departed the Sheridan Airport in Sheridan, Wyo. at about 1:30 p.m. MDT for a two-hour mission. When they failed to return on time the Wyoming Wing incident commander notified AFRCC officials and an overdue aircraft search was immediately initiated.

The National Oceanic and Atmospheric Agency's satellite-aided tracking system detected no signals indicating a downed plane, and no aircrews reported hearing a beacon, however at 7:28 p.m. MDT a U.S. Forest Service helicopter responding to reports of a wildfire located the crash site near where the CAP aircrew had been conducting its search mission.

Contained in this issue:

Fallen Heros	2
Commander's Corner	3
IACE	4
Wal-Mart donates to CAP unit	5
Decisions, decisions	6
Carolina Wingtips	8
Sights on Safety	10
NCWG Pistol Team	11
Flight Line Training	12
Raleigh-Wake Promotions and Awards	13
Change of Command	14
Mountain Fury	15
Change of Command at Kandahar	16
NTSB Reports	17
Reflections on 911 from Iraq	19
Public Affairs Report	20
Safety Down Day at NC-048,.....	
Capt. Chalmers gives AE presentation	22



Don't do nuthin' stupid

Commander's Corner

Safety Blitz

Congratulations to NC Wing for winning the MER 2007 Spring Safety Blitz. MER will pay a cash prize of \$350 to the Wing in recognition of this achievement. My hat is off to all of the Unit Commanders, Safety Officers, Air Crews, Ground Teams, Van Drivers, and everybody that made Safety and ORM the way we do business. This Wing has come a long way down the Safety Trail. Attaboys just aren't good enough. Let's make this one a Super Attaboy, just for the record.

I also want to express my sincere appreciation to Captain Dan McCollum for all he has done to lead this Wing in our Safety program. Having a Safety record is not just dumb luck. It is because we are thinking and living the way we need to, to keep safety always as our number one mission. We are the Hub of the Prop!

Keep everything you do Safe.

Larry J. Ragland, Colonel, CAP
NC Wing Commander

Mountain Fury Program

Congratulations to the Ashville Composite Squadron for sponsoring and conducting a very successful Mountain Flying Clinic this weekend. Everyone did a great job. The super ground school classes, carefully planned mountain search flights, and the amazing first aid to a cyclist who had an unfortunate run in with a black bear, made for a quite an exciting weekend.

The activity had excellent media coverage Friday, Saturday and Sunday. Our distinguished visitors from Pennsylvania, Georgia, and our very own Middle East Region Commander, all seemed to have a good time and learned much about Mountain Fury. Mark this on down as a great success and well worth all the time and energy put into it by so many. Great Job!!

Larry J. Ragland, Col, CAP
NC Wing Commander

2007 North Carolina Wing Conference

19-21 October 2007

Holiday Inn Select

Hickory, NC

828-323-1000

Conference Schedule

	1300 – 1330	1330 – 1400	1400 – 1430	1430 – 1500	1500 – 1530	1530 – 1600	1600 – 1630	1630 - 1700
Newton Room	Cadet Programs	Cadet Programs	Cadet Programs	Cadet Programs	Cadet Programs	Cadet Programs	Cadet Programs	Cadet Programs
Parlor			Air Operations	Air Operations	Air Operations	Emergency Services	Emergency Services	Emergency Services
Embassy Room	PAO	PAO	PAO	PAO	Professional Development	Professional Development	Professional Development	
Carolina Room	Aerospace Education #1	Aerospace Education #1	Drug Demand Reduction Program	Drug Demand Reduction Program	Aerospace Education #2	Aerospace Education #2	Aerospace Education Awards Program & AEX	Aerospace Education Awards Program & AEX
Crowne Room	Safety Program	Safety Program	Safety Program	CISM	CISM	Uniform Changes & Updates	Uniform Changes & Updates	

NC Wing Hosts IACE Members

Cadets Experience Southern Living

Raleigh, NC – They came from Belgium, Germany and Canada, and they got a taste of life in the South last week as local CAP units hosted, toasted and roasted four International Aviation Cadet Exchange (IACE) members and their adult escort. The odyssey began on Saturday and Sunday near the Outer Banks of North Carolina. At Elizabeth City the cadets enjoyed swimming and a beach picnic. Monday began with breakfast at the U.S. Coast Guard base followed by a tour of the base facilities. Next was an orientation flight in a C-130 aircraft. Capt. Jim Elliott, commander of the Elizabeth City Composite Sqdn. served as the local host and tour guide. The weekend also included a trip to Kitty Hawk and the birthplace of aviation. Next stop, according to Maj. Mary Anne Fleagle, was the Cherry Point U.S. Marine Corps Air Station where the cadets experienced flying the “awesome” C-130J simulator. Cunningham Field Composite Squadron commander, Capt. Linwood Dabney then gave the cadets a taste of home cooking with Southern-fried chicken and barbeque at the squadron headquarters.

On Wednesday it was off to Raleigh and host Maj. Al Therriault, Deputy Commander for Cadets, at the Raleigh-Wake Comp. Sqdn. Activities included a trip to Silver Lake Water Park, which was hosted by Lt. Co. Jay Langley and his wife, Capt. Tracie Langley. The cadets also visited the N.C. seat of government in Raleigh, a trip to the Museum of Natural History and a tour of the NC Air National Guard Base at RDU.

The last leg of the North Carolina journey began with a flight aboard two CAP aircraft from Raleigh. 1st. Lt. John Reynolds said that while the cadets were all glider pilots, he and 1st. Lt John May gave them their first powered flight in piston aircraft. After the flight to Concord the team visited Concorde Mills Outlet Mall.

Lt. Col Lucy Davis, NC Wing Staff and her daughter, Kathy Gaddy, NC Wing Administrator introduced the cadets to Carowinds Park in Charlotte on the final day of the IACE visit. It was a whirlwind tour for some very exceptional young men and women.

At each stop along the way host families provided meals and sleeping accommodations, while Lt. Cols. Lucy Davis and Linwood Barclay provided ground transportation in a CAP van throughout the week.

1st. Lt. Don Penven



IACE visit Kitty Hawk



IACE joined by Eliz. City Comp. Sqdn. members prior to flight in C-130

Photos by Lt. Col. Lucy Davis



IACE prepare to board NC ANJ helicopter



IACE members get a briefing prior to the trip to Silver Lake from Maj. Therriault-Photo by 1st. Lt. Don Penven



IACE cadets and their escort visit Silver Lake Park
Photo by Lt. Col. J. Jay Langley

Wal-Mart donates \$1,000 to CAP unit

Members of Cunningham Field Composite Squadron at MCAS Cherry Point gratefully received a Wal-Mart Community grant recently. The Jacksonville, NC Wal-Mart store manager, Terry Branton, presented the check to Cunningham Field members Cadet Tabitha Tubbs and Cadet Jerod Tubbs. The grant will be used to support cadet training, scholarships to cadet special activities, and leadership development opportunities.

Maj. Mary Anne Fleagle
PAO, Cunningham Field Comp. Sqdn.

Jacksonville NC Wal-Mart store manager Terry Branton presents a check for \$1000 to Cadet Jerod Tubbs and Cadet Tabitha Tubbs. Photo by Maj. Mary Anne Fleagle



NC Wing meets utilization quota

With the completion of August flying, I am pleased to report that all 8 of the aircraft that NCWG has been assigned for the entire fiscal year (1 October 2006 - 30 Sep 2007) have been flown at least 200 hours this year, exceeding the target set by National Headquarters for aircraft utilization. With several reports left to enter, we are averaging 247 hours per aircraft for the fiscal year, which is #1 in the nation.

David E. Crawford, Lt Col, CAP
Director of Operations, North Carolina Wing
Civil Air Patrol
On the web: www.ncwg.cap.gov or www.cap.gov



Say again, please

Oakland Ground: Ground vehicle one, we've had a report of a hawk and a fox fighting at the approach end to 9R. Please investigate.

Ground One [minutes later]: Oakland Ground, this is ground vehicle one. The fight is over. The hawk won.

Oakland Ground: Yes! Once again, a demonstration of the clear superiority of air power.

Piper 123: "They keep extending my route. If they keep extending my route I'm going to be low on fuel. Why can't I go direct?"

Potomac Approach: "Piper One Two Three, unable direct. Direct will take you over P-40. Proceed direct Hagerstown, Victor 501, Martinsburg, then as previously cleared."

Piper 123: "But if they didn't keep extending me I wouldn't get low on fuel."

Approach: "Piper One Two Three, if you feel you are low on fuel I advise you to stop somewhere and get fuel."

After two more exchanges:

Approach: "Piper One Two Three, I'm not doing this to you. You cannot fly over P-40. Are you familiar with P-40? It's Camp David."

Piper 123: "I know about Camp David, but I didn't see any TFRs. This is making me get low on fuel."

Approach: "Piper One Two Three, if you fly over P-40 you're not going to be worried about fuel."

Decisions, decisions . . . From over the Airwaves

Imagine you are aloft in a single engine Mooney. The engine suddenly quits. You look down and see a large four lane highway passing under you. Just beyond that you see a large open field. And beyond that you see some large trees. Then you see the airport.

Where are you going to put down?

Statistically speaking, the odds are greatly in our favor that we will never have to face such a choice. Despite their antiquated design, piston aircraft engines are remarkably reliable. As the old Timex watch advertisement says, *“They take a beating and keep on ticking.”*

Unfortunately, there was a Mooney M20K pilot who did face this choice with precisely the same options as described above. Shortly after departing the Golden Triangle Regional Airport (GTR), near Columbus, Mississippi, his engine quit.

Below is a transcript of his radio exchanges with Memphis Center during his climb-out from the airport.

Radio Exchange between the Mooney Pilot and Memphis Center (MC):

N231GE: *Memphis Center 231 Golf Echo, one thousand for three.*

MC: *Say again.*

N231GE: *Memphis Center, it's Mooney 231 Golf Echo off Golden Triangle, one thousand one hundred for three.*

MC: *And uh 231 Golf Echo roger, climb and maintain eight thousand.*

N231GE: *231 Golf Echo, I have a power loss and am going to have to turn around and go back to Golden Triangle.*

MC: *One Golf Echo roger, you are returning back to Golden Triangle?*

N231GE: *Yes sir, I have a total power failure right now.*

MC: *Okay roger, you are cleared to the Golden Triangle Airport via direct.*

N231GE: *One Golf Echo, thanks.*

MC: *One Golf Echo, uh, report the Golden Triangle Airport in sight.*

N231GE: *I have the Golden triangle it's going to be short in.*

MC: *Say again.*

N231GE: *Golden Triangle, it's going to be one. I'm going to be short in a field One Golf Echo.*

The time between the first communication and the last is approximate 1 minute and 32 seconds.

The pilot reversed course

As mentioned above, a four lane highway, a large open field, and a row of trees stood between him and the airport when his engine quit.

The pilot elected not to make a dead stick landing on the four lane. Nor did he opt for the large open field.

No . . . the temptation to make it back to the runway was apparently too strong, despite the row of trees looming in his path.

According to the NTSB report, the airplane struck a large oak tree nearly one mile short of the runway. The pilot was killed in the wreck.

We always have choices

As the opening quote at the top of this page says, a live dog is better than a dead lion. You may prefer the old adage about birds in the hand. Either way, when faced with choices in airplanes, the safest choice always trumps trying to save the airplane.

Remember, ownership title to our aircraft transfers to our insurance company the instant the engine quits aloft! Don't try to do them any favors!

All of this, of course, comes under the broad heading of aeronautical decision making (ADM). It is the process of considering our options, then making a decision that ensures our survival and the welfare of our passengers. Our airplanes are expendable. We are not.

Far too many of us try to save our airplane. We enter a stall/spin when trying to make an immediate return to the airport. Or, as in the instance above, we try to stretch our glide to make it back to the airport. We venture on through threatening weather rather than diverting to a safe and secure airport below.

Imagine, if ALL of our piloting decisions err on the side where the probability of safe outcome is the greatest, our fatal accident rate would drop dramatically!

Bob Miller, ATP, CFII
rjma@rjma.com
716-864-8100

NTSB Report:

Shortly after the single-engine airplane departed Runway 36, (a 6,497-foot-long by 150-foot-wide asphalt runway), the 2,410-hour commercial pilot informed air traffic control that the airplane's engine had experienced a "total power failure" and that he would be returning to the airport. The pilot elected to fly back across a four lane highway and an open field in an attempt to reach the airport. The airplane's right wing impacted a large oak tree, approximately 4,054 short of the runway. The airplane subsequently impacted the ground before coming to rest in an inverted position. There was no post impact fire and all major components of the airplane were accounted for at the accident site. During the investigation it was revealed that the pilot had experienced a partial loss of engine power on his previous flight; a 585-nautical mile cross-country flight. After landing the pilot instructed an airframe and powerplant mechanic to perform a visual inspection of the engine in order to look for abnormalities. No anomalies were noted. The pilot then elected to return on the 585-nautical mile cross-country flight before having the engine further examined. The accident occurred while the pilot was initiating his return flight. An examination of the airframe, engine, and related components did not reveal any abnormalities that would have prevented normal operation. The reason for the reported loss of engine power could not be determined.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The loss of engine power for undetermined reasons. A contributing factor was the pilot's improper decision to forgo suitable forced landing opportunities in an attempt to return to the airport.

Carolina Wingtips

The North Carolina Wing will conduct a wing wide Drug Demand Reduction Training session on 15 September 2007 beginning at 1000 hours and will be conducted by the Middle East Region DDR staff at wing HQ in Burlington. All squadron commanders, squadron DDR Officers, cadets involved with the DDR program and any other NC Wing member that is interested in the DDR program are encouraged to attend. For those members working in the DDR Specialty Track this training will satisfy the requirement to “attend at least one CAP DDR workshop/seminar”.

1Lt Jim Mixson
NC Wing DDR Administrator

Congratulations to Capt Al Mooney of the NC Wing staff for completing the basic CISM course (CISM: Group Crisis Intervention) on August 7 and 8th prior to the CAP National Board and Annual Conference in Atlanta, GA. The completion of this course qualifies Capt Mooney to serve on the NC Wing CIST.

Capt Mooney is assigned to Wing staff as the Assistant CISM Coordinator.

Please join me in extending congratulations to Capt Mooney.

Chaplain (Maj) N. Wayne Byerly
NCWG/CIS

Members of NCWG,

In the past I’ve asked the wing staff to try to recruit other officers to “build” their staff sections two-deep. Now I’m asking the wing membership for a volunteer to become the depth in the wing personnel office as an Assistant Personnel Officer.

Interested officers should read CAPR 20-1, page 38 “Personnel Officer” and then, if still interested, contact me. I can and will provide training and follow-on support to ensure that the Assistant Personnel Officer becomes as proficient as I am, or more.

Please e-mail me or call me on my cell phone at 919-475-4021.

Lt. Col. Roy Douglass
NC Wing Chief of Staff
& Psnl Officer

Congratulations to Lt Col Lucy Davis on her selection as Director of Crime Control and Public Safety. Lucy is a long time veteran of CC&PS and Civil Air Patrol and has been serving as Acting Director of the CAP Division of CC&PS some time now. She is quite talented and capable, and always very professional in all she does. Please join me in wishing her the best on this new phase of her career in State government and continued service to Civil Air Patrol.

I also want to express my appreciation to all those CAP members who applied for this job position and expressed so much interest in serving in this capacity. Your dedication to the betterment of CAP will always be appreciated.

Larry J. Ragland, Colonel, CAP
NC Wing Commander

Carolina Wingtips continued

Former NC Cadet Bill Tart of NC-111 has been selected for Colonel in the US Air Force. Colonel (selectee) Tart is presently a student at the Army War College at Carlisle Barracks, Pennsylvania. He recently completed a year as commander of the 379th Expeditionary Support Squadron (EOSS). Although he anticipates he might well be back with the JSTARS wing he detached from over a year ago. Among his responsibilities in the desert was the operation of the airfield at Al Udeid with all the related support facilities. He was an AFROTC grad at NC State.

Colonel (S) Tart gained his commission through the NC State University ROTC program and is married to the former Andrea Thompson, a Spaatz recipient while a member of NC-119. She was educated at the Air Force Academy, was Aircraft Commander with the 2nd ACCS flying the Airborne Command Post; and is presently a First Officer on a Boeing 737-800 with Delta Airlines. The couple has three girls, twins Allison and Ashley, 13, and Ellen ("Hunny"), 10. During his SW Asia deployment, he met with two other former NC cadets, USAF Col Gwyn Armfield, formerly of NC-082 and Lt Cdr Mark Schadt, formerly of NC-119.

Lt. Col. Jim Carr



Maj. Fred Eldredge, CPB-21, briefs cadets prior to Orientation Flights.
Photos by: Capt. Linda Eldredge



On July 38, 30, 31, Major Fred Eldredge conducted Cadet Orientation Rides for Cadets from the Cunningham Composite Squadron, completing eight flights for the squadron. Major MaryAnne Fleagle from NC160, and C/1sLt. Zachary Kier supervised the paperwork and coordinated the scheduling for the Cadets who flew.

Cadets involved in the primary flights were C/AB Rosemary Ellis, C/Amn Jerrod Tubbs, C/Amn Tabitha Tubbs, C/Amn Jessica Yates, & C/Amn Brennan Fifer.

Lt Col. Dan Ellis, new Group 3 CC, was on hand to lend support.

Capt. Linda Eldredge, PAO, NC140

Due to the time needed for his school, Lt Christian is vacating the duty of Wing Director of Aerospace Education. I sincerely thank him for trying to fulfill the DAE responsibility.

We need to fill this wing-level vacancy as quickly as possible. All members interested in filling this vacancy on wing staff are encouraged to read the job description of the AE Officer in CAPR 20-1, page 31, and e-mail me or telephone me for further information.

Thanks for your interest and volunteerism.

Lt Col Roy Douglass

Wing Chief of Staff

Wing Sights on Safety

Well folks, Summer's about gone and most of the kids (or grandkids) are back in school. The 101 Critical Days of Summer are just about over. However, the peak of hurricane season is nearly on us. One of our primary tasks in the event of a disaster, such as a hurricane, is support of the State of North Carolina. We are often tasked with photo-recon, high bird, damage assessment, and ELT search operations. When our help is needed, it's need right then.

No one expects us to leave our families during a disaster without having taken care of their needs first. Now is the time for all of you, Cadet and Officer, to make sure that your family and property is prepared for any such event. You're probably tired of seeing this, but here's the list (again) of disaster planning resources from the Cooperative Extension Service at NC State University and A&T State University.

<http://www.ces.ncsu.edu/disaster/factsheets/html/96-1.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/100.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/101.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/98.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/96.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/31.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/46.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/2A.html>

<http://www.ces.ncsu.edu/disaster/factsheets/html/97.html>

These links are chuck full of good ideas, checklists, and "how to's" to help you get your family through an emergency. Do your home work first, then come prepared to serve others.

On the pilot safety side for this month, let's dig back into the files and revive the pilot reporting process or PIREPs as they are more familiarly known. This is an AOPA Air Safety Foundation course that will fulfill the safety seminar requirement for the FAA Wings program and, if you're insured through AOPA, it will qualify you for AOPA Accident Forgiveness. (I wonder if they have one of these for missed anniversaries and birthdays?)

http://www.aopa.org/asf/online_courses/skyspotter/

When you finish the program, print out a couple of copies of the certificate of completion. Keep one for your records and give the other to your safety officer. Get him to keep a record of the courses you have taken during the year. See if anyone else in the squadron can beat your total.

Safety Officers, if you have web access, see how good your pilots are with a Sporty's Safety Quiz concerning wake turbulence at this link:

<http://www.aopa.org/asf/asfquiz/quizzes.cfm?SA=Quizzes&QuizId=66>

Hint: here's a related AOPA article.

<http://www.aopa.org/asf/asfarticles/sp9810.html>

You can also refer to the FAR/AIM Chapter 7, Section 3 Wake Turbulence.

Have a Safe September. Pray for rain, but no hurricanes.

Capt. Dan McCollum

North Carolina Wing Team Competes in Pistol Match

Submitted by Lt. Col. Roy Douglass

Photos by Lt. Col. Lucy Davis and Lt. Col. Douglass

Six North Carolina Wing members comprised our wing team that competed in the North Carolina Adjutant General's (AG) invitational pistol match at Camp Butner on 28 September 2007. More than 90 shooters were entered in the 17th annual AG pistol match. The six CAP members on our pistol team are all from the wing headquarters. They are: 1st Lt Keith Savoy, Director of Communications; Lt Col Jeff Willis, Senior Incident Commander; Lt Col David Ritter, Recruiting and Retention Officer; Lt Col David Crawford, Director of Operations; Col Larry Ragland, Wing Commander and first alternate; and Lt Col Roy Douglass, Wing Chief of Staff and team captain. Lt Col Lucy Davis, CAP Director, MS Kathy Gaddy, and Capt Andy Wiggs, Wing Emergency Services Officer were on hand to support and witness the fine shooting attempts of the team. A barbeque lunch was enjoyed by all before the match began.

Although our CAP team was not one of the top three teams that competed (all of whom were either law enforcement or military personnel), our team had enough fun and fellowship to make the effort very worthwhile, not to mention meeting other participants from Crime Control and Public Safety. This is the second time NC Wing fielded a pistol team. The first time was for the 2004 AG pistol competition at Camp Butner.



On the firing line

L-R: Lt. Col Jeff Willis, 1st. Lt. Keith Savoy, Lt. Col. Dave Ritter, Lt. Col. Dave Crawford.

L-R: Lt. Cols Roy Douglass, Dave Ritter, Dave Crawford, Jeff Willis; Col. Larry Ragland; 1st. Lt. Keith Savoy



Nine Newly Trained NC Wing Flight Line Personnel

By Lt Col Roy Douglass

Photos by Lt Keith Savoy

At the request of one of the commanders at the 14 July Commanders Call, Flight Line Marshaller training was conducted at Person County Airport (TDF) on Saturday, 4 August 2007. The training was part of the wing-wide training under mission number 07-T-5625. The seven trainees who completed the NHQ Training for Flight Line Marshaller (FLM) are Cadets: Stephen Coogan, Landon Nestor, Daniel Kong, and Joel Woods; the Senior Officers are Jim Thomasson and Jose Guzman, and Lt Kertis Henderson. Completing the tasks for Flight Line Supervisor (FLS) were Capt Dan McCollum and Lt Col Tom Weber.

Flight Line Training is based on the NHQ Flight Line Reference Text, and includes flight line operations, safety, and standard marshalling signals. Instructors who taught the FLM training were Lt Sam Brandt, FLS, Cadet/Captains Jeremiah Coogan, FLM and Benjamin Evrard, FLM, and Lt Col Roy Douglass, FLS. Concurrent training and evaluation for FLS SQTR tasks was provided by Lt Col Douglass.

Visitors at the training/mission were Lt Col David Crawford, IC; Maj Matt Mickelson, and TSgt Randy Dean, USAF Reservist. Lt Keith Savoy served as the Mission Radio Operator and provided communications between TDF and the aircraft.

The FLM training was supported with a CAP airplane crewed by Pilot in Command Lt Don Williams, Capt Dion Viventi and Lt Jim Rankin, who flew as the Mission Scanner during one of the sorties on mission 07-T-5625. The flight line marshaller trainees practiced their newly acquired skills of marshalling the CAP airplane using standard flight line marshalling signals during launching and recovering the airplane under the supervision of the trainee FLSs and the instructor staff. The FLM trainees also practiced the correct method of ground handling the airplane to a tie down spot, chocking the wheels and used tie-down ropes to secure the airplane. In addition to the CAP airplane, the trainees also marshaled two other privately owned aircraft flown to TDF: one by Capt McCollum, and the other by Lt Ralph Flow. At the conclusion of the training and practical application, the students participated in the end of course NHQ Flight Line Training Test, and the Course Assessment. The presentation of certificates of completion to the trainees and certificates of appreciation to the staff concluded a very hot and humid day on the flight line at TDF.

Congratulations to our new Flight Line members who add more depth and expertise to *Team Flight Line*!



FLM Instructor and trainees



Marshalled to parking

Raleigh-Wake lists promotions & awards

The Raleigh-Wake Composite Squadron conducted a special program at the regular cadet meeting on Tuesday, July 31, at 6:30 p.m. in the General Aviation Terminal, at RDU. The program highlighted the promotion of Cadet Hamilton Evrard to the grade of Cadet Captain and his receiving the Amelia Earhart Award. The evening also included a change of command ceremony, in which Cadet Evrard turned over command of the cadet contingent to Cadet Captain Jeremiah Coogan.

According to Deputy Commander of Cadets, Major Al Therriault, Cadet Coogan just returned from the Air Force Specialized Undergraduate Pilot Training Familiarization Course (SUPTFC), where he achieved multiple honors including Academic Top Gun and Top Overall Cadet.

Assisting with the presentations was Staff Sergeant Robert A. Cook, NC Army National Guard. SSgt. Cook was deployed in Operation Iraqi Freedom and served from October 2003 to March 2005. He participated in Operation Phantom Fury (Battle of Falluja), and he currently serves as a recruiter for the NC ANG in Raleigh.

H. Evrard C/Capt Earhart Award

W. Hertzler C/SMSgt 1st Sgt

K. Zobel C/MSgt

E. Taylor C/SSgt

C. Watson C/SSgt

H. Wagner C/A1C

E. Baker C/SRA

Z. Kerr C/Amn

C. Rich C/Amn

Awards for First Wing Encampment

T. Shanley

L. Evrard

E. Baker

E. Taylor

K. Zobel

H. Wagner



Change of Command Ceremony: L-R: C/Capt. Evrard, NCWG Commander, Col. Larry J. Ragland, SSgt. Smith, Maj. Therriault, C/Capt. Coogan.

Photo by: 1st. Lt. Don Penven

Awards for National Cadet Activities

J. Coogan

W. Hertzler

H. Evrard

Certificates for I.A.C.E participation,

Families:

McElvaney Taylor, Baker, Zobel, and Langley

Missing aircraft found at Ocracoke Airport

Acting on a report from the Dare Co. Sheriff's Office, an aircrew from NC-048 located an aircraft reported missing by family members. The Vans RV-7 was on a flight from Kentucky to Dare Co. Capt. Don Williams, Mission Pilot, and Capt. Tim Tessin, Mission Observer were airborne, and had just left the Dare Co. Airport when they learned about the sheriff's finding.



Change of Command

Group 3 Holds First Meeting With New Commander

On 14 August 2007, Group 3 met in Greenville, NC, for a meeting conducted by LtCol. Dan Ellis, new Group 3 CO. The meeting was well attended by nearly all the squadrons in the Group. LtCol. Ellis introduced the new Staff Members who have volunteered to help thus far. Members are: Capt. L. Dabney, Opps, LtCol. J. West, PDO, Maj. M. Starr, Comm O, Lt. Chris Bailey, AC Crew Chief, and Capt. A. Wiggs, ES.

LtCol Ellis also recognized the newest Composite Squadron at Roanoke, and its CO, Lt. Johnson. Lt. Col Ellis reiterated the importance of "chain of command", and reminded squadron COs of the upcoming Squadron Inspections for everyone.

Capt. L. Eldredge, PAO
CPB21, Beaufort, NC.



Photo by Capt. L. Eldredge

Group 1 Change of Command

Burlington - A change of command ceremony was conducted at the September staff meetinh at NC Wing headquarters. Lt. Col Jim Carr turned over command of NC Group 1 to Maj. Charles Shuping. Col. Larry J. Ragland, NC Wing Commander, received the ceremonial banners from Lt. Col. Carr and passed them on to Maj Shuping. Col. Ragland expressed his thanks to Lt. Col. Carr for his continued service to CAP, and he welcomed Maj. Shuping into his new position. Col. Ragland noted that Group 1 covers all of western North Carolina.



Lt Col Jim Carr receives Commanders's Commendation from NC Wing Commander, Col. Larry J. Ragland



Col. Ragland passes the ceremonial banners to new Group 1 Commander, Maj. Charles Shuping

Photos by 1st. Lt. Don Penven

Mountain flying clinic a great success

Asheville Civil Air Patrol Squadron hosting third Mountain Fury

Asheville, NC – Pilots from four wings converge on the Asheville Airport for a unique training mission called Mountain Fury hosted by the Asheville Composite Squadron of the Civil Air Patrol. The pilots came from as far north as Pennsylvania and as far south as Florida as well as Georgia and North Carolina to take part in the three day event.

The Western North Carolina mountains provided the perfect setting for a mission who's purpose was to teach mountain flying and search techniques to pilots who don't do a lot of mountain flying.

"The mission was a total success," said Captain Joe Weinflash, Deputy Commander/Seniors for Asheville and Project Officer for the Mountain Fury 3.0 mission.

Eleven pilots took part in 15 flights supported by numerous ground personnel and 43 cadets which help make up flight operations staff, teaching staff, flight line crews and ground search teams.

One ground search team even got in some actual first aid practice as they came across a cyclist that just minutes earlier had hit a black bear and end up on the highway. Cadets administered first aid and transported the man to a nearby parking lot where his family was waiting.

"I have been Incident Commander on many missions in my long career with CAP and I can say without fear of contradiction that this was by far the best run and most enjoyable mission I have had the pleasure to participate in and that goes back 32 years, said Asheville Commander Bob Bauers. "The enthusiasm of all and the professionalism demonstrated by this squadron was reflected by our Mid-East Regional commander Col. Kay Walling. She told me on several occasions that ours was an excellent squadron and above all she noted that what was so exceptional about our squadron was that we were not only a squadron but more like a family. I replied stating that we were truly blessed with an enormous amount of talent and that we all truly enjoyed serving together as a family."

Other notable officers at the event included Ltc. Harry Jones and Ltc. Joe Brown who are members of the Southeast Region staff.

2nd Lt. Clint Parker, Public Affairs Officer



Flight line personnel work to get aircraft ready for sortie while a news photographic work to cover the event for a local newspaper.

NC CAP Member Assumes Command of Task Force in Southern Afghanistan

Fort Bragg, North Carolina: U.S. Army Lieutenant Colonel Jayson A. Altieri, a former Civil Air Patrol Cadet, Recently assumed command of an 82nd Airborne Aviation Task Force at ceremonies held on 20 July 2007 at Kandahar Air Base, Afghanistan. Colonel Altieri, a UH-60 Black Hawk helicopter aviator with more than 2000 hours flight time, was selected by the Vice Chief of Staff of the Army to command the Task Force's 500 soldiers and airmen and 30 aircraft. The Task Force is assigned to Joint Task Force 82. His unit supports the entire North Atlantic Treaty Organization (NATO) mission in southern Afghanistan. Altieri previously flew numerous combat missions in 2004-05 supporting Army and Marine ground forces during Operation Iraq Freedom. Colonel Altieri, a 23-year veteran of the U.S. Army and a 27-year member of the Civil Air Patrol, is a member of North Carolina Wing's Fayetteville Composite Squadron. He serves as a Cadet Orientation and SAR Pilot as well as a Ground Team Leader for the Squadron.

Lt. Col. Altieri (facing camera) accepts task force colors in change of command ceremony



NTSB Reports

On August 20, 2007, approximately 1700 mountain daylight time, a Cessna 182R, N6109N, operated by the Civil Air Patrol as CAPS flight 4940, was destroyed when it impacted terrain 20 miles west of Dayton, Wyoming. A post impact fire ensued. Marginal visual meteorological conditions prevailed. The search and rescue flight was being operated under the provisions of Title 14 Code of Federal Regulations Part 91 without a flight plan. The commercial pilot and two observers were fatally injured. The flight departed Sheridan, Wyoming, approximately 1530.

According to the Civil Air Patrol and the Sheridan County Sheriff's office, the accident airplane departed Cowley, Wyoming, at an undetermined time, in order to pick up two observers in Sheridan, for a search and rescue mission in the Big Horn Mountains. One of the observers on the accident flight contacted the United States Forest Service approximately 1430 with regards to the temporary flight restriction (TFR 7/3431 Bone Creek Incident) over the Big Horn Mountains. The intended search area for the Civil Air Patrol mission included the perimeter of the TFR. It was determined that CAPS flight 4940 would not be a factor for the TFR. Communications frequencies and procedures were established prior to departure.

According to a US Forest Service pilot, communications with the accident airplane were established approximately 1550. At 1756, the search and rescue teams on the ground located the missing hiker. Approximately the same time, a forest fire was discovered three miles north of where the hiker was located, along the Lick Creek Canyon. Several water drops were made on the fire and the wreckage of the accident airplane was discovered.

The wreckage was located approximately .75 miles from the ridge of Lick Creek Canyon, on the west wall of the canyon, at an elevation of 7,600 feet mean sea level. The tops of several pine trees were broken in the direction of the main wreckage and an airplane antennae and paint chips were located directly below these trees. A debris field extended from the initial impact point, north, approximately 200 feet, to the main wreckage. The main wreckage, to include portions of the empennage, fuselage, and left wing, were charred, melted and partially consumed by fire. Portions of the right wing were located just to the west of the main wreckage and exhibited extensive exposure to heat and fire. The engine separated from the airplane and came to rest approximately 100 feet downhill (east) of the main wreckage. It exhibited no apparent fire

On September 6, 2007, about 2032 eastern daylight time, a Piper PA-28-140, N6493W, was destroyed when it impacted trees about 4 nautical miles west of Syria, Virginia. The certificated private pilot and the two passengers were fatally injured. Night visual meteorological conditions prevailed, and a visual flight rules flight plan was filed during the flight which departed Hartsville Regional Airport (HVS), Hartsville, South Carolina, destined for Winchester Regional Airport (OKV), Winchester, Virginia. The personal flight was conducted under 14 CFR Part 91.

According to preliminary data provided by the Federal Aviation Administration (FAA), on the day of the accident, the airplane departed Brunswick Golden Isles Airport (BQK), Brunswick, Georgia, at 1500, and then proceeded to Sumter Airport (SMS), Sumter, South Carolina, before continuing to HVS. After departing HVS, the airplane climbed to 5,500 feet above mean sea level (msl), and proceeded to the vicinity of Chapel Hill, North Carolina, where the pilot "air-filed" a visual flight rules flight plan to OKV.

The flight continued uneventfully until shortly after the pilot contacted Potomac Approach and the airplane began to descend to 3,500 feet msl. The airplane then turned off the established course to the east, and when queried by the approach controller, the pilot responded that he was turning to a 107-degree heading, but now turning back on course. No further transmissions were received, and moments later at 2032, radar contact was lost.

The accident occurred during the hours of night. After a search by multiple local, state, and federal agencies, the wreckage was discovered on September 7, 2007, on the northeast side of Fork Mountain, at 38 degrees, 28.217 minutes north latitude, 78 degrees, 23.916 minutes west longitude.

Examination of the accident site revealed that the airplane had come to rest inverted, perpendicular to the face of the mountain, which sloped downward at approximately 45 degrees. The elevation of the accident site was 2,848 feet. The wreckage path was about 30 feet long, and the main wreckage was oriented on a magnetic heading of 300 degrees. A tree located at the beginning of the wreckage path exhibited impact damage, and was broken off approximately 30 feet above ground level. Broken limbs and branches existed throughout the accident site. Further examination of some of the limbs and branches revealed multiple breaks and cuts consistent with propeller strikes.

NTSB Reports Continued

On September 6, 2007, about 2032 eastern daylight time, a Piper PA-28-140, N6493W, was destroyed when it impacted trees about 4 nautical miles west of Syria, Virginia. The certificated private pilot and the two passengers were fatally injured. Night visual meteorological conditions prevailed, and a visual flight rules flight plan was filed during the flight which departed Hartsville Regional Airport (HVS), Hartsville, South Carolina, destined for Winchester Regional Airport (OKV), Winchester, Virginia. The personal flight was conducted under 14 CFR Part 91.

According to preliminary data provided by the Federal Aviation Administration (FAA), on the day of the accident, the airplane departed Brunswick Golden Isles Airport (BQK), Brunswick, Georgia, at 1500, and then proceeded to Sumter Airport (SMS), Sumter, South Carolina, before continuing to HVS. After departing HVS, the airplane climbed to 5,500 feet above mean sea level (msl), and proceeded to the vicinity of Chapel Hill, North Carolina, where the pilot "air-filed" a visual flight rules flight plan to OKV.

The flight continued uneventfully until shortly after the pilot contacted Potomac Approach and the airplane began to descend to 3,500 feet msl. The airplane then turned off the established course to the east, and when queried by the approach controller, the pilot responded that he was turning to a 107-degree heading, but now turning back on course. No further transmissions were received, and moments later at 2032, radar contact was lost.

The accident occurred during the hours of night. After a search by multiple local, state, and federal agencies, the wreckage was discovered on September 7, 2007, on the northeast side of Fork Mountain, at 38 degrees, 28.217 minutes north latitude, 78 degrees, 23.916 minutes west longitude.

Examination of the accident site revealed that the airplane had come to rest inverted, perpendicular to the face of the mountain, which sloped downward at approximately 45 degrees. The elevation of the accident site was 2,848 feet. The wreckage path was about 30 feet long, and the main wreckage was oriented on a magnetic heading of 300 degrees. A tree located at the beginning of the wreckage path exhibited impact damage, and was broken off approximately 30 feet above ground level. Broken limbs and branches existed throughout the accident site. Further examination of some of the limbs and branches revealed multiple breaks and cuts consistent with propeller strikes.

The wreckage displayed varying degrees of damage; however, examination revealed no evidence of any preimpact malfunction of either the engine, airframe, or flight controls. Multiple breaks in the fuselage structure existed, and the aft fuselage was partially severed from the main cabin. The left side of the stabilator had been shredded, was separated from the airplane, and portions of its structure were discovered at the beginning of the wreckage path. The right side of the stabilator remained intact. The left wing was stripped of the majority of its structure and the right wing had separated at its attachment fittings. The wing flap actuating mechanism was in the flaps up position, and the pitch trim was approximately neutral. Control continuity was established from the stabilator control mechanism, rudder panel, and ailerons to the cockpit.

The engine was discovered approximately 20 feet down slope of and to the right of the main wreckage. Examination of the engine revealed that it exhibited impact damage to the front of the case, and the oil sump was sheared off. The propeller flange was bent back against the engine case, and the front of the case was cracked. All four cylinders remained in place, and residual oil was present. All spark plugs were removed, and their electrodes were intact and light gray in color. Both magnetos displayed impact damage, but rotated freely and produced spark from three of the eight towers. The propeller was separated from the propeller flange, and had come to rest approximately 10 feet forward of the main wreckage. Both propeller blades exhibited leading edge gouging, polishing, chordwise scratching, twisting, and S-bending.

According to FAA and sales records, the airplane was manufactured in 1964. The airplane's most recent annual inspection was completed on March 4, 2007. At the time of the inspection, the airplane had accrued 3,730 total hours of operation.

According to FAA records, the pilot held a private pilot certificate with ratings for airplane single-engine land. His most recent FAA third-class medical certificate was issued on August 13, 2007. He reported 140 total hours of flight experience on that date.

The reported weather at Orange County Airport (OMH), Orange, Virginia, approximately 22 nautical miles southeast of the accident site, at 2040, included: wind, 140 at 3 knots, visibility 10 miles, sky clear, temperature 81 degrees Fahrenheit, dew point 70 degrees Fahrenheit, and an altimeter setting of 30.20 inches of mercury.

Reflections on 911 from Iraq

Editors note: The following Email is from “Trey” Walters, FO, NC-048. Trey is the son of Capt. Charles Ray Walters, former commander of NC-048. As a cadet member, Trey was one of two NC-048 cadets receiving a private pilots license, and shortly after that, he gained a CAP Form 5. Trey transferred to the officer (senior) squadron but continued working with the cadets. His U.S. Air Force reserve unit deployed to Iraq in September.

DP

September 11, 2007

Greetings,

As I was walking to work today, I was thinking of today’s significance. Six years ago today, I was sitting in my 8th grade P.E. classroom when two kids came to the door and said there was an explosion at the World Trade Center. From there, we turned on the TV, and you all know the story.

As today’s pucker factor is exceptionally higher, I want to offer some words of encouragement. I want to remind you all that what I, and other soldiers are doing here is necessary to ensure the American Way of life is maintained. Our cause is noble and just. Some of you may think we don’t need to be here, and by being here we are not making America safer. If that is your thinking, you are mistaken. I encourage you all to stand behind our troops, their families, the government, and our president. It is no coincidence that there has not been an attack on US soil since 9/11.

There are more people sacrificing for America’s freedom right now than you will ever know. Even as I write this e-mail, it’s 1:30 AM in the states. In a few hours, most of you will get up, see your family, likely eat breakfast, go to work in your air conditioned car, and sit in an air conditioned office, go out to lunch, etc., etc. Take time today to remember those who have died, were injured, and those currently fighting to give you those freedoms that many of us take for granted. Say a prayer for the troops and their families who keep answering the call.

Thank you for your continued support.

SrA Charles “Trey” Walters, USAFR
506 ESFS/ GATOR
Kirkuk Regional Air Base/FOB Warrior, Iraq

Cadet Trey Walters (right) receives a plaque from his father, Capt. Ray Walters (Dec. 2006)



PAO Report

As all of you should know by now the 2007 CAP National PAO Academy was a complete success. Approximately 100 CAP members from across our nation attended this two day event in Atlanta, Ga., last week. You can tell by the agenda, still located on the CAP National web site www.cap.gov/paoa , that the two day event was full and well organized. For some PAO's, National HQ seems to be some enigma in a far off land, out of touch with the real PAO's in the field. This myth was definitely dispelled by the non stop, energetic and professional attitude exhibited by our fine PA staff at National Headquarters. The organizational effort was nothing short of spectacular. I am sure those who attended will advertise this outstanding PAO Academy by word of mouth, resulting in a larger group of attendees next year. Most all CAP PAO's rarely get the opportunity to interact on a personal level with those from National. What an experience !! If by the conclusion of this event, you did not receive a shot of PA adrenaline, please check your pulse and see if you have one. I have attended many PAO seminars and conferences in my 20 years of service to CAP and I can say unequivocally that this 2007 CAP National PAO Academy was the very best.

To those of you who were unable to attend this academy, as soon as the dates of the 2008 CAP National PAO Academy are published, do whatever it takes and make plans to attend. I could go on and on about how great this PAO Academy was but I am sure you get the picture.

This PAO Academy is really a two part event. We have already experienced the actual academy, now comes the fruit of that academy. The personal interaction (networking) of the attendees will now result in a more open dialog among PAOs, the offering of new ideas and best of all, new training opportunities. A powerful momentum has been created, now let's capitalize on it and build meaningful cross wing working relationships and mentorships.

Al Pabon of the North Central Region has organized most of the PowerPoint presentations shown during this academy onto one page. Through his efforts, ALL CAP PAO's can now download these informative presentations and use them as part of a quality training agenda. Go to www.ncrpao.org to select some or all of the PowerPoint presentations made at this academy. What an outstanding training tool ! Please don't pass this golden opportunity by.

I consider it an honor to have been a part of this first ever 2007 CAP National PAO Academy. I am sure the other speakers feel the same. Julie Debardeleben and company from CAP National HQ / PA along with the South East Region PAO, Capt Steven Solomon and many others did an outstanding job of coordination and execution resulting in this, the very first National PAO Academy.

If I can be of any further assistance, please contact me at tonybiondo@msn.com .

Thanks,

Lt Col Anthony Biondo Jr
Director Public Affairs
North Carolina Wing
2007 CAP National PAO Academy Committee
CAP / U.S. Coast Guard Auxiliary
5th District Southern Region Liaison



Downtown Atlanta

The MIO Function

There seems to be some misunderstanding of the CAP Mission Information Officer (MIO) function. There is a very large difference between a Public Affairs Officer (PAO) and a Mission Information Officer (MIO).

A PAO covers general interest stories and activities conducted by CAP along with other duties. Refer to the current CAPR 190-1 for details. An MIO on the other hand, is responsible for conducting a different set of responsibilities. The present myth about these two functions is that PAO's be it at a Unit, Group or Wing level, can perform as a qualified MIO. To put it all in a nut shell, all MIO's should be PAO's but not all PAO's can be an MIO.

If you are new to the MIO function, you should participate mostly in search and rescue exercises and low profile missions. I have learned after 20 years of service to CAP, that only experienced MIO's should be assigned as the Primary MIO in a high profile mission or multi wing mission. Newly qualified MIO's, those who just met the minimum standards listed in the CAP SQTR-IO, should still participate in these high profile missions but only as an assistant MIO, not the primary MIO who is always under the spotlight. An assistant MIO can perform vital services such as escorting media through the mission base if it is approved by the IC, photograph the mission both in the field and at the mission base, document MIO activities in chronological order and a host of other important functions. The primary assigned MIO should be obtaining info from the IC, constructing media releases and making those hard decisions that only a focused MIO professional can. Willing assistant MIO's should shadow the primary MIO and learn the proper procedure and add to his/her mission experience. There is nothing better than on the job training.

Writing media releases, etc.. for unit activities is quite different than taking on a search and rescue mission or counter drug mission. In my opinion, too many PAO's are in the dark when it comes to conducting a proper MIO event.

If possible, ALL PAO's should take an MIO course to start their career as a fully qualified and experienced MIO. Completing the tasks set forth in the CAP SQTR-IO only begins your path towards being a seasoned MIO. I have heard many discussions between knowledgeable PAO's who have handled mission activities only to find out later that it was through a stroke of good luck that they were not made to get into the thick of things during a mission.

I strongly feel that as we in CAP have put together somewhat of a standard of training for the PAO, so should a standard of training be created for the MIO which goes far past the tasks in the CAP SQTR-IO.

If I may, I think it would be outstanding for those of us who have extensive mission experience and training to create a viable MIO program of instruction for those who are interested.

Remember, a PAO does not make an MIO !

Lt Col Anthony Biondo Jr
Director Public Affairs
North Carolina Wing
CAP / U.S. Coast Guard Auxiliary 5th District Southern Region Liaison



Lt. Col Biondo addresses PAO Academy in Atlanta. Photo by 1st. Lt Don Penven

Safety Down Day at Raleigh-Wake

In observance of the NC Wing Safety Down Day, NC Wings two newest solo pilots instruct the cadets at Tuesday night NC048 meeting in the importance of flight planning prior to hitting the runway. Using the scenarios sent out by the Wing Commander, C/Cpt Hamilton Evrard and C/SMSGT First Sergeant Ross Hertzler walked the cadet through how to use the performance tables in the Cessna 172 POH to calculate the answers to the scenarios. Upon completion of the calculations Cadets Evrard and Hertzler explored the operational risks of departing the runway under the conditions supplied.. Based on the responses of the cadets, Capt Dan would be happy to hear that no CAPF 78's would be generated.



L-R Cadet Hertzler, Cadet Evrard

Maj. Al Therriault CAP
Deputy Commander for Cadets, NC-048

Franklin Co. Commander gives AE presentation

On August 14, 2007, Capt. Shelley Chalmers, Commander of the Franklin County Composite Squadron, presented an "Introduction to Aviation" to the Summer Reading Program at the Oxford Housing Authority, Oxford, NC. The children in the program spent the final week of their tutorial reading books and drawing pictures about airplanes so they were well versed by the time Capt. Chalmers arrived with her models of the Wright Flyer, a Black Hawk Helicopter and a Cessna 172. Students were quite surprised to see the differences between the three types of aircraft and many just couldn't understand how the Wright Flyer even got off the ground!

During the visit, each child was given a CAP airplane to build and fly. There was an indoor "practice flight" but the airplanes flew much better outside in the parking lot. The students also learned about the Space Shuttle Endeavour that was currently orbiting the earth and how the astronauts on board had to study in school just like they did. One little girl couldn't believe that there were actually "people in space". The students were encouraged to stay in school, stay off drugs and reach for the stars.

The Director of the Oxford Housing Authority, Xavier Wortham, conducted an impromptu question and answer time at the end of the presentation. The students were able to answer every question Mr. Wortham asked and had many questions of their own.

Capt. Chalmers told the group that she would be back to hold another session on aviation and would bring some "real pilots" for them to meet when she came.

The summer reading program wrapped up with a pizza lunch for the kids and a new hunger for aviation.

